

# **California Transportation Commission Goods Movement Presentation by the Port of Los Angeles**

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December 8, 2004



# 2003 Top Container Ports

In TEUs, or Twenty-Foot Equivalent Units (000s)  
Calendar Year 2003

## Top North American Ports

1. Los Angeles, CA	7,179
2. Long Beach, CA	4,658
3. New York/ New Jersey	4,145
4. Oakland, CA	1,923
5. Tacoma, WA	1,738
6. Charleston, NC	1,691
7. Virginia Port Authority	1,646
8. Vancouver, BC	1,539
9. Savannah, GA	1,521
10. Seattle, WA	1,486

## Top World Ports

1. Hong Kong	20,100
2. Singapore	18,100
3. Shanghai	11,280
4. Shenzhen	10,610
5. Busan	10,367
6. Kaohsiung	8,840
7. Los Angeles	7,179
8. Rotterdam	7,100
9. Hamburg	6,138
10. Antwerp	5,445
11. Dubai	5,152
12. Port Kelang	4,800
13. Long Beach	4,658

LA/LB

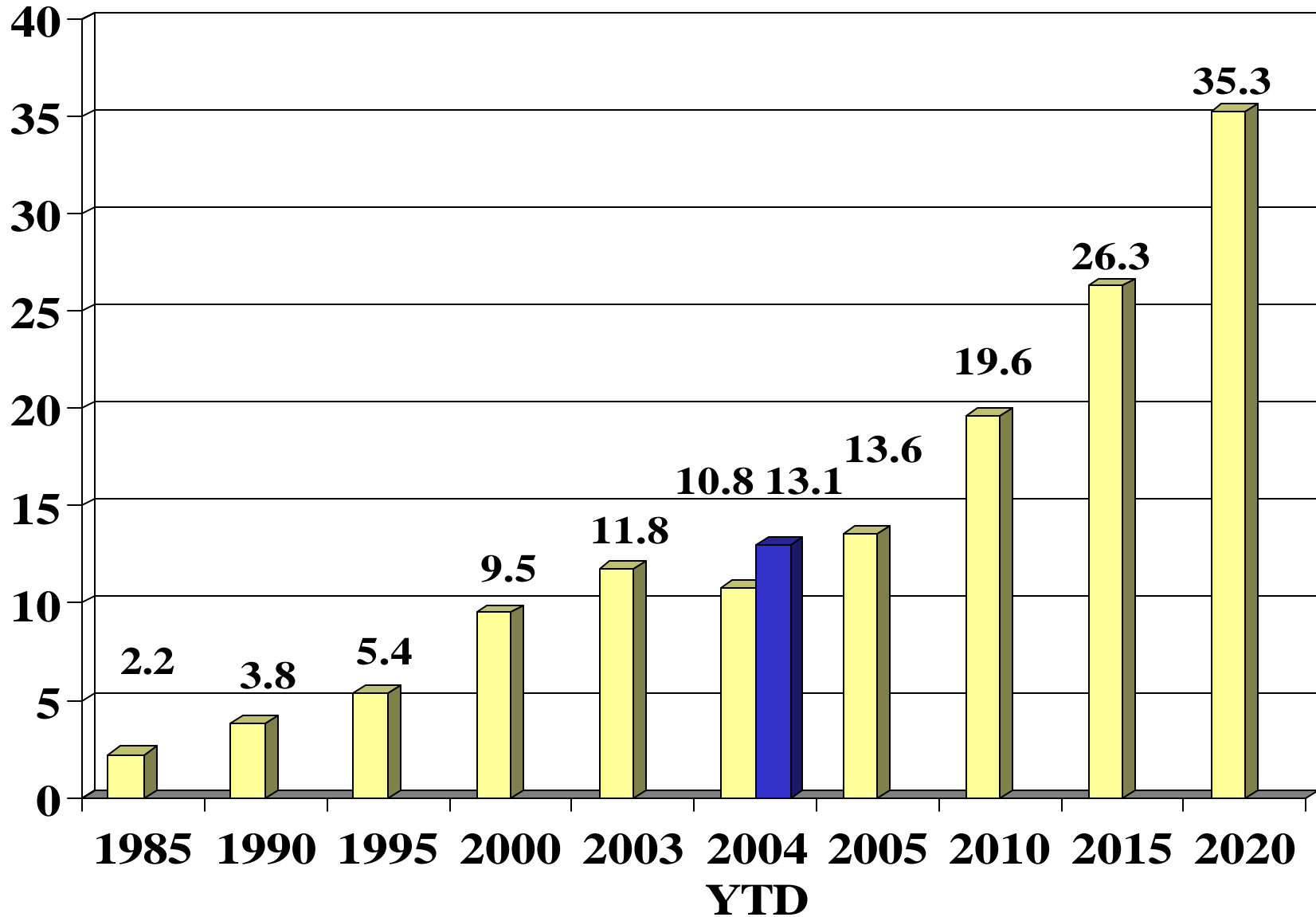
Source: Containerization International

\*Los Angeles / Long Beach together rank  
THIRD in the world (11,837 teus)



# Port of LA/LB Growth Trend

## Past and Future (TEU)



## Northwest

Trade value: \$2.2B

Jobs: 24,000

## Great Plains

Trade value: \$8.6B

Jobs: 111,300

## Great Lakes

Trade value: \$25.0B

Jobs: 283,500

## Atlantic Seaboard

Trade value: \$34.3B

Jobs: 265,600

## Southwest

Trade value: \$97.9B

Jobs: 1,003,600

## South Central

Trade value: \$12.1B

Jobs: 141,000

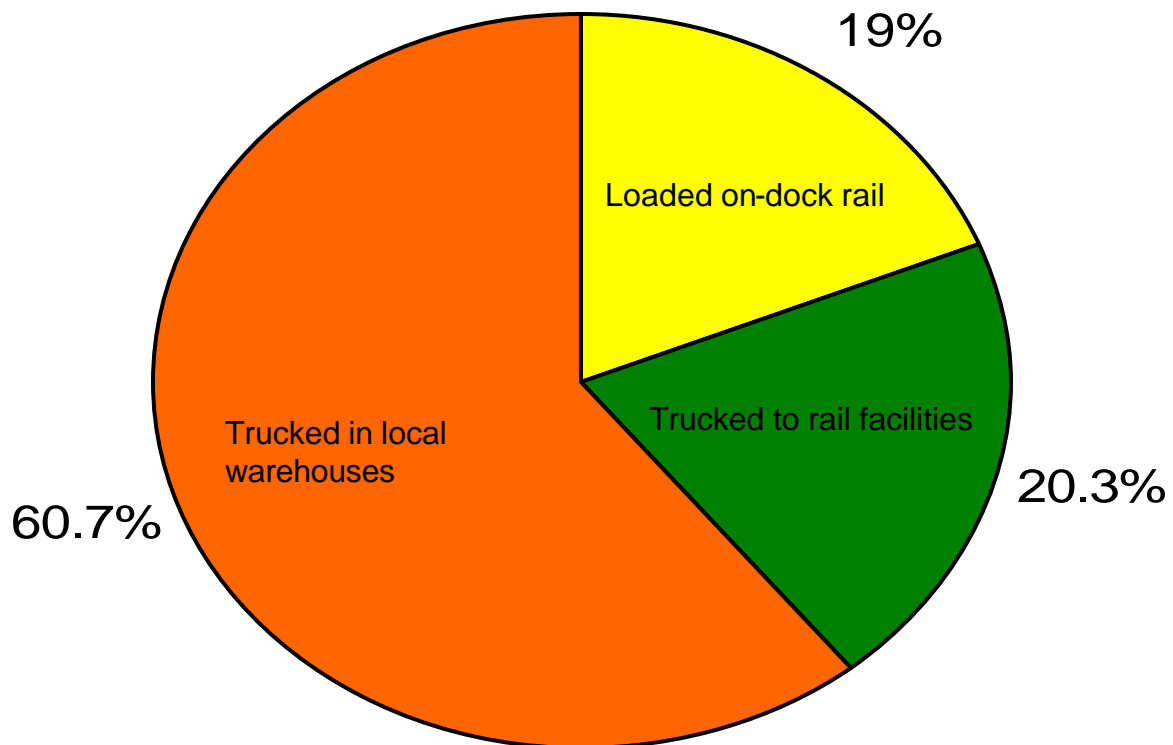
## Southeast

Trade value: \$15.9B

Jobs: 191,500



# Port of Los Angeles Inbound and Outbound Volumes



# Challenges

- **Need for more land**
- **Larger vessels**
- **Increased trade**
- **Local population**
- **Road and rail infrastructure**
- **Congestion**
- **Community concerns**
- **Threats from other ports**



# I-710 Freeway

- 35,000 trucks per day
- Freeway used to service downtown rail ramps and many warehouses in Los Angeles and the inland empire



# Deficiencies Hurt Economy

- Congestion, delays, accidents, and freight transportation costs are increasing
- Goods movement facilities have not kept up with growth
- Communities increasingly calling for slow or no growth



# Port of Los Angeles Initiatives

- **Community outreach/input on local roadway projects**
- **Initiated work on Transportation Master Plan**
- **Increase capacity of on-dock rail facilities**
- **Near dock rail facility**



# Extended Terminal Gates

- Current 15-17% of the containers move during off hours
- Port of Los Angeles Regional Goods Movement Efficiency Team
- Proposed legislation
- Marine Terminal Initiation
  - Creation of PierPass
  - Identified extended gates cost \$156 million/year at all 13 terminals
  - Assess US\$20 per 20; US\$40 per 40 for ALL loaded containers, charged to cargo owner
  - All terminals open at the same shift and hours
  - Five extended gates at start-up
  - If containers moves during non-peak shift, or via rail, cargo owner is given a refund
  - Effective first quarter of 2005
  - Sunset clause – 3 years



# Coordinated Work Team (POLA/POLB/ACTA)

- **Terminal Surveys**

- Identified intermodal patterns
- Obstacles to increase on-dock rail usage
- Ideas on inland rail facilities

- **Truck driver surveys**

- December 6 and 7
- All 13 terminals
- Origin and destination of shipment
- Routes taken
- Behavior if tolls were imposed



# Coordinated Work Team (POLA/POLB/ACTA)

- **Virtual Container Yards**

- Study conducted in 2000
- 1.1 million containers are emptied in Southern California – empty return to terminals
- 500,000 empties picked back up reloaded with export cargo
- Internet based product that matches empty equipment to export bookings
- Reduces the transportation of empty containers
- Still reviewing options



# Coordinated Work Team (POLA/POLB/ACTA)

- **Increased on-dock rail usage**
  - Combine neighboring terminals intermodal volumes to avoid truck drayage
  - Move cargo inland to re-sort for final destination
  - ACTA's proposed shuttle train pilot program



# Supply Chain Task Force

- **Mayor James Hahn sponsored task force October 2004**
- **City of Los Angeles and Long Beach supported**
- **Supply chain participation**
- **How to handle containers through existing facilities**
- **Fact finding**
- **Creation of sub-teams**



# Clean Air Programs

- Voluntary vessel speed reduction
- Alternative fuel yard tractors
- Emulsified diesel for yard equipment
- Diesel oxidation catalysts
- Tugboat electrification
- Switch locomotive testing
- Port of LA own initiatives
- Truck modernization program
- Alternative Maritime Power



# Funding

- California Marine and Intermodal Transportation System Advisory Council – Identified \$24 billion infrastructure needs in California (\$17k Southern California, \$7K Northern California)
- Options: rely on existing funding programs; establish new revenue at state or federal level; adopt region, port or project specific revenue streams



# Core Message

- The Ports of LA and LB are an enormous economic benefit to the nation
- Congress must establish viable funding sources that will allow the goods movement infrastructure to keep pace with the increased growth in this sector.
- The stakeholders should take an aggressive role in prompting funding of goods-movement transportation system
- Strong partnership needed with state, federal, and local governments, ports, shippers, carriers, and other segments of the goods movement industry



# Thank you

